

SAME SEQUENCE AND SPACING
REQUIRED FOR OPPOSITE
DIRECTION OF TRAFFIC



SAME SIGN SEQUENCE, SPACING
AND FLAGGER REQUIRED FOR
OPPOSITE DIRECTION OF TRAFFIC



1. ESTABLISH A REDUCED SPEED LIMIT OF 40 MPH FOR SEAL COAT AND COVER MATERIAL OPERATIONS WHEN SPEEDS ARE GREATER THAN 40 MPH.
2. "SPEED REDUCTION" AND "SPEED LIMIT" SIGNING NOT REQUIRED WHEN EXISTING SPEED LIMITS ARE 40 MPH OR LESS.
3. MOVE DAILY WORK OPERATION SIGNING, DETAIL TC 15-2, AS WORK PROGRESSES.
4. PLACE "DO NOT PASS" AND "SPEED LIMIT" SIGNS AT 1 MILE INTERVALS THROUGH THE PROJECT AND AFTER MAJOR INTERSECTIONS.
5. PLACE "PASS WITH CARE" (R4-2) SIGN ONLY IF PASSING IS ALLOWED DOWNSTREAM OF WORK ZONE.
6. PLACE "LOOSE GRAVEL" SIGN WITH APPROPRIATE DISTANCE MESSAGE $\frac{1}{2}$ WAY THROUGH THE PROJECT IF PROJECT LENGTH IS LESS THAN 10 MILES. REPEAT EVERY 5 MILES ON LONGER PROJECTS WITH AN AUXILIARY DISTANCE PLAQUE COUNTING DOWN THE DISTANCE TO THE PROJECT LIMITS.
7. PILOT VEHICLE NOT TO EXCEED SPEED OF 40 MPH.
8. USE A FLAGGER AT ALL INTERSECTING ROADWAYS DURING DAILY WORK OPERATIONS. REFER TO STANDARD SPECIFICATION 01554 FOR REQUIREMENTS AT OPERATING TRAFFIC SIGNALS.
9. CONTINUE FLAGGING AND PILOT VEHICLE OPERATIONS UNTIL THE ENGINEER OR THEIR REPRESENTATIVE ALLOWS FREE FLOW TRAFFIC TO PROCEED.
10. SEE STD DWG TC 3A FOR TAPER, BUFFER ZONE & SIGN SPACING CHART AND TRAFFIC CONTROL DEVICE LEGEND.
11. SEE STD DWG TC 3D FOR DESIGN AND LAYOUT OF FINES DOUBLE AND FINES DOUBLE SPEED LIMIT ASSEMBLY IF REQUIRED.
12. SEE STD DWG TC 3C FOR PROJECT LIMIT SIGNING.

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| UTAH DEPARTMENT OF TRANSPORTATION | |
| STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION | |
| SALT LAKE COUNTY, UTAH | |
| RECOMMENDED FOR APPROVAL | JUN.28.2007 DATE |
| CHAIRMAN STANDARDS COMMITTEE | JUN.28.2007 DATE |
| APPROVED | |
| DEPUTY DIRECTOR | |

THE UNIVERSITY OF CHICAGO

TC 15

SUPPLEMENTAL DRAWING